



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

Diane M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2400499

Applicant Name: Clayton O'Brien Smith of GGLO Architects for Pryde-Johnson
Urban Environments and Key Bank

Address of Proposal: 400 NE Ravenna Blvd.

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a four-story building with 59 residential units, five live-work units and 4,031 square foot customer service office (Key Bank). Parking for 85 vehicles will be provided within the structure. Project includes demolition of existing 4,083 square foot customer service office (Key Bank).¹

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code (SMC)

Design Review, Chapter 23.41, Seattle Municipal Code (SMC) Development Standard

Departures from the Land Use Code are requested as follows:

1. Residential Lot Coverage (SMC 23.47.008D)
2. Height for Mixed Use Development (SMC 23.47.008C)
3. Screening of Parking (SMC 23.47.016D2c)

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

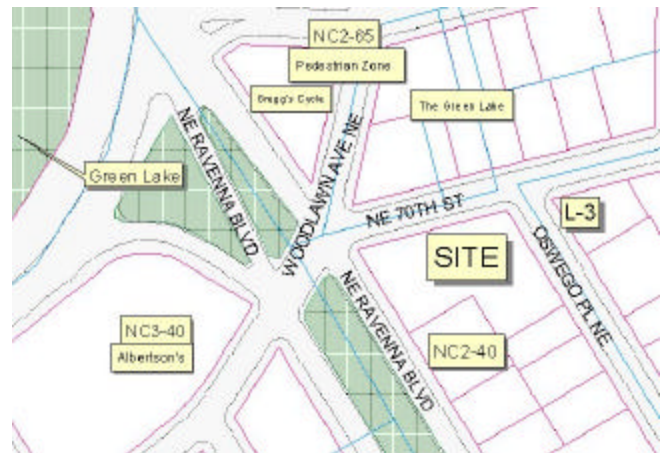
☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

¹ Project originally noticed as Master use permit for future construction of a four-story building with 62 residential units, five live-work units and 4,031 square foot customer service office (Key Bank). Parking for 81 vehicles will be provided within the structure. Project includes demolition of existing 4,083 square foot customer service office (Key Bank).

BACKGROUND DATA

Site and Vicinity Description

The 28,403 square foot site fronts on three streets - NE Ravenna Boulevard, NE 70th Street and Oswego Place NE. The site abuts a prominent intersection in the Green Lake Residential Urban Village which is in the core of the Green Lake neighborhood. The site is zoned Neighborhood Commercial 2 with a 40 foot height limit and is developed with one-story bank building (Key Bank) and a surface parking lot. The site is generally flat and covered with asphalt and built structure; although there is a swath of landscaping along NE 70th Street which includes three very large cherry trees.



The map above best illustrates surrounding zoning. A new six-story mixed-use development, The Green Lake, is located across NE 70th Street to the north. A one-story bicycle shop (Gregg's) is located to the Northeast and is slated for redevelopment. A two-story office building abuts the site to the south on the NE Ravenna side of the site and a two-story apartment abuts the site to the south on the Oswego Place NE side of the site.

Project Description

The proposed project is to construct a four-story mixed-use building consisting of 10,560 square feet of commercial space at ground level and 62 residential units above. The proposed project includes a 4,030 square foot bank and five live-work units totaling 6,530 square feet. The 62 residential units are planned to be condominiums and are configured as follows; two-studio; 11- one bedroom; 31-one bedroom with den; 13-two bedroom; and five-live-work. Two levels of below grade parking and one level of enclosed at grade parking is proposed to provide 83 parking stalls. A drive-through lane for the bank is proposed to be located on an at-grade, enclosed parking level. Three points of vehicular access are proposed from NE Ravenna Blvd., NE 70th Street and Oswego Place NE; two of the driveways would accommodate the bank parking and one would serve the below grade parking. Residential open space would be provided on a rooftop terrace and on level 2 over the commercial spaces.

Public Comment

Public notice was provided for the Early Design Guidance (EDG) Design Review meetings that were held by the Design Review Board on May 17, 2004 and August 2, 2004.

The May 17, 2004 EDG meeting was well attended by the public with about 14 members of the public in attendance. Comments and/or concerns on design issues related to the following; want wide sidewalks; likes to see open space on roof instead of just roof and mechanical equipment; screen garbage area; provide setbacks and address height bulk and scale of the development by creating a good transition to the abutting buildings to the south; wants larger street trees than what was planted for The Green Lake project; recognize that Green Lake consists of more traditional older buildings and not modern designs; wants a traditional style. Other non-design issues related to lack of parking in the neighborhood, noise, impeding access to Fire Station and traffic.

The August 2, 2004 EDG meeting was attended by the public with about 6 members of the public in attendance. Comments and/or concerns on design issues related to the following; would like to see wrought iron decks on NE 70th Street instead of changing material type on that side of the project; don't want to see mechanical equipment on rooftop visible from other buildings; likes the clock tower corner treatment in that it screens mechanical equipment; concerned that the corner treatment at Ravenna and NE 70th will block views from rooftop terrace and from other properties; choose street trees and amenities that do not block the sidewalk or destroy it.

Further notice and public comment opportunity was provided as required with the Master Use Permit application. Two written comments were received during the Master Use Permit comment period that ended on December 1, 2004. Concerns expressed in the comment letters included; quantity of parking in the neighborhood (on-street) and quantity provided by the project (off-street). The parking issues are discussed under the SEPA analysis in this document.

Public notice was provided for a Recommendation Design Review meeting that was held by the Design Review Board on March 7, 2005. Five members of the public attended the final recommendation meeting. Comments and/or concerns on design issues related to the following; general agreement that they liked the clock tower as proposed (sheet A08.00); wants the building softened on the residential side (south); treat the south side of the building with brick or landscape; asked for more open space at grade open to the public/in the public realm; asked for some type of graffiti control perhaps by providing low hedges; and asked that the signs be toned down.

ANALYSIS - DESIGN REVIEW

Early Design Guidance

PRIORITIES:

The Design Review Board members provided the siting and design guidance described below after visiting the site, considering the analysis of the site and context provided by the proponents and hearing

public comment. The Design Guidelines of highest priority to this project are identified by letter and number below. The Design Review program and City-wide Guidelines are described in more detail in the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings".

The Board reviewed the Green Lake Neighborhood Design Guidelines and did not identify any as high priority for this project.

All design guidelines listed in the "Design Review: Guidelines for Multifamily and Commercial Buildings" and the Green Lake Neighborhood Design Guidelines apply to the project; only the guidelines with highest priority to this project are listed.

A. Site Planning

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The site is located at a prominent intersection in Green Lake and is surrounded by an active streetscape, especially on the Ravenna and NE 70th Street sides. The new mixed use development, The Green Lake, includes retail storefronts along NE 70th which will create more pedestrian activity on the sidewalk.

As presented, the concept for Ravenna Boulevard frontage consists of driveway and the bank with the bank entry at the corner. As presented, the concept for the NE 70th Street frontage consists of the bank and entry, vehicular access, a 1,800 square foot commercial space, residential entry and the live-work units. As presented, the proposal does not seem to provide ample opportunity for active commercial storefronts in that the 1,800 square foot space would be the only space that could contain a use that operates in the evening or on weekends. The Board expressed reservations about the bank's location at the corner of Ravenna Boulevard and NE 70th Street in that a bank is only open during normal business hours and limited times on the weekend. They felt that human activity on the street would not be optimized because of the

limited hours of operation of a bank. They asked the architect to explore opportunities to address this issue by shifting the location of the bank or adding additional commercial storefront closer to this landmark corner. They generally felt the project was too “bank-centric”.

The Board asked the architect to eliminate the curbcut on NE Ravenna Boulevard in order to add commercial storefront in its place. The rationale for this vehicular access is to provide easy access to parking for bank customers; however, access to this parking could be provided by the proposed driveway from Oswego Place.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

The design proposes two commercial entries, a vehicular access and the residential entry off of NE 70th Street. The architect indicated that the residential entry would have a two story expression and a marquee to make it more visible. The Board expects the entries to be clearly identifiable and visible from the street. At the next meeting, the architect needs to show these features in more detail.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space

The Board wants the project to provide some ground level open space for the residents as well as the general public and patrons of the building. The quality of the design for the open space is particularly important in that a departure for quantity of open space has been identified.

SECOND EDG

To address the Board’s concern about the lack of commercial frontage and pedestrian streetscape, the architect presented more details of the potential pedestrian amenities. The proposed project will include a change in sidewalk material framing the driveways by providing accent bands to alert a pedestrian of the driveway. The driveway entrances have been minimized in width; NE Ravenna Boulevard- 12 foot wide curbcut; NE 70th Street- 12 foot wide curbcut and Oswego Place – 22 foot wide curbcut. Additionally, the appearance of garage openings will be minimized by wrapping the finish material into the garage by 2 to 6 feet. The Board wants to see 6 feet.

Detail plans and sketches of the public realm were provided (Sheet No. 09.01). The plans indicate ornamental pedestrian lighting, accent paving, staggered overhead weather protection and vine pockets on the face of the façade. On NE Ravenna Boulevard the plans proposes a new Metro bus shelter with art panels. At the corner of NE Ravenna Boulevard and NE 70th Street, the building will be setback about 18 feet from the apex of the corner. The plans indicate a curb bulb with sidewalk seating, a focal feature at the apex and a larger canopy. At

the residential entry on NE 70th Street the building will provide a 14 foot by 22 foot opening which will include a water feature and seating wall. Additionally, the proposal presented showed tile bulkheads under the storefront window systems and potentially more tile facing at the residential entry around the water feature. Street trees will be provided and are required along all the street fronts. The Board was pleased with the pedestrian streetscape and quality of materials proposed and wants all these design features included in the design.

The architect indicated that the live work units proposed initially may evolve into more traditional commercial spaces depending upon the market conditions. In light of that, he noted that the three recessed entries shown may change depending on the tenant or function of those spaces. The architect indicated that small office users should be interested in the small commercial space proposed south of the vehicle entry on Oswego Place.

C. Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

C-4 Exterior Finish materials.

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The Board did not specifically identify a style choice; however, there was discussion that a more traditional style is appropriate considering the Green Lake context. The architect presented two concept renderings during deliberation showing a building with brick and stucco with two towers at the corner of NE 70th Street and NE Ravenna Boulevard and at NE 70th Street and Oswego Place NE. The Board indicated that the subtle modulation and balconies presented in these concept drawings was appropriate and that extreme modulation was not necessary. The Board wants to see the tower designs refined, if that's how the corner will be addressed, in that they were not perceived as attractive to all the Board members. They concluded that more of a background building with subtle modulation was a more appropriate approach.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The architect must minimize the presence and appearance of the garage entries as well as the at grade parking within the structure. The Board feels that one of the vehicular entries should be eliminated. The remaining vehicular entries and at grade parking level should be designed to minimize their appearance, perhaps by using attractive finish materials inside the garage opening or wrapping the finish materials into the garage, providing lighting and/or integrating pedestrian pathways through the at grade parking level.

SECOND EDG

The Board was pleased with the presentation and liked the residential scale of the building, the modulation and that the windows proposed were recessed to add depth to the structure. The Board preferred that the windows be of a material other than vinyl; although, they understand the financial constraints of the development. However, they want the second floor residential window at the corner of NE 70th Street and NE Ravenna Boulevard over the bank to be aluminum instead of vinyl. The stone material at the commercial base is carried up to the 2nd floor at this location so the window system should be aluminum like the commercial windows.

The Board discussed the corner expression options presented and concluded that they would support either the clock tower expression or the trellis option as meeting guideline C-2. The Board expressed some concerns about the scale of the clock tower and wants the design to develop a more subtle expression. The architect indicated that the building façade is setback from the corner and the tower is only 6-8 feet over the parapet.

The Board wants the finish materials to wrap into the garage openings. See further discussion in the site planning section.

The architect proposed to utilize the parking garage as an interior passage or pedestrian pathway through the project. The Board raised some concerns about pedestrian comfort level and safety and security inside the garage. The Board suggested more glazing along the residential lobby and commercial spaces facing the interior garage space. The Board asked for more details on the interior treatments including lighting plans for the inside of the garage.

At the Recommendation meeting, material samples for all the materials need to be provided along with a color palette. The color palette needs to include a palette for the concrete as well. The Board wants to see how the signage complements the structure and wants to see sign details at the next meeting.

D. Pedestrian Environment

D-6 Screening of Dumpsters, Utilities and Service Areas.

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located

away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

Trash receptacles must be screened and designed to decrease impacts from noise, odor and sight from adjacent neighboring properties. Venting of the garage and mechanical equipment must be addressed to minimize any negative visual or noise impacts on neighboring properties.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The architect must create spaces that are comfortable and safe for the residents. Well designed lighting should be utilized to create a safe and secure environment.

SECOND EDG

The Board asked that a lighting plan be presented at the next meeting including the exterior lighting and the lighting inside the parking garage at ground level.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The Board wants to see some ground level landscaping or open space that will be an amenity to the general public. This is particularly important if a departure is sought for a reduction in quantity of open space or an increase in residential coverage. The Board asked the architect to explore options for saving the cherry trees along NE 70th Street.

SECOND EDG

The Board needs to see more details on the metro bus shelter art work, the water feature at the residential entry and the residential open space on the rooftop terraces.

Design Review Board Final Recommendations

The applicant applied for the MUP (Master Use Permit) on October 21, 2004. After initial DPD zoning and SEPA review, the Design Review Board was reconvened on March 7, 2005 to review the project design and provide recommendations. The three Design Review Board members present considered the site and context, the previously identified design guideline priorities, and reviewed the drawings presented by the applicant. The Board recommended conditional approval.

The Board was pleased with the elegance of the project design and felt the architect responded well to the guidance set. The Board focused their comments on the treatment on the south side of the structure and signage which resulted in recommended conditions. The Board also discussed the proposed departures for floor-to-floor height, screening of parking and residential lot coverage (see the departure table).

The Board appreciated the effort to treat the non-residential façade facing the south by erecting trellis and providing landscaping; however, they felt the survivability of landscaping on trellis is dubious and recommended further treatment. The Board suggested wrapping the base finish material to the south side or the use of colored, textured or patterned finish material. The trellis and landscaping could continue to be included or not, but the wall behind it would need to be treated in one or more ways described.

The Key Bank signage design presented represented their standard sign with internally illuminated plastic letters. The Board appreciated the architect's presentation of the proposed signage but noticed that the signage did not seem to complement the architecture of the building. The Board noted the Green Lake Neighborhood Design Guidelines with respect to signage, and how the guidelines emphasized the importance of integrating signage with the overall architectural expression of a building. The Board referenced the subtle, small signage on the Green Lake condominium building across the street which they felt was more appropriate for the neighborhood. The Board recommended a condition for smaller signage with solid letters face lit that met the intent of the Green Lake Neighborhood Design Guidance.

Departure from Development Standards

The applicant requested potential departures from the following Land Use Code development standards:

<i>Requirement</i>	<i>Proposed</i>	<i>Board Recommendations & Comments</i>
<p>SMC 23.47.008D</p> <p>Residential Lot Coverage above 13 feet shall be limited to 64% of lot area or 18,257 square feet</p>	<p>69% of lot area or 19,786 square feet</p>	<p>The Board recommended approval in that the project includes many features that improve the public realm and pedestrian streetscape thereby better meeting the following Design Guidelines; A-2, Streetscape Compatibility, A-4, Human Activity, A-10 Corner Lots, C-3 Human Scale, C-4 Exterior Finish Materials, D-1 Pedestrian Open Spaces and Entrances and E-2 Landscaping to Enhance the Building and/or Site. The proposed features are described on the Art Key Plan (sheet L01.00), Concept Photos-Art Images (sheet L02.00) and Streetscape Details (sheet L03.00);</p> <ul style="list-style-type: none"> • Residential entry feature consisting of a water feature, metal panels, colored and textured concrete paving, concrete seat wall with custom tile inlay; • Corner paving feature consisting of colored and textured concrete and art inlay depicting the Green Lake shoreline circa 1905 and 2005; • Wall treatments inside the drive-through court consisting of image murals, up lights, etched panels and textured concrete and stucco; • Clock tower with artist made building parts; • Artist designed bike racks; • Decorative metro bus shelter consisting of etched metal side panels, etched metal roof attachments and color to match fixtures with internal light.

<i>Requirement</i>	<i>Proposed</i>	<i>Board Recommendations & Comments</i>
SMC 23.47.008C Height for Mixed Use Development shall have floor-to-floor height of 13 feet at street level.	On Oswego Place NE- Varies from floor to floor height of 11.5 feet to 13 feet, but includes at grade entries. The code compliant option would propose sinking the floor plate up to 2 feet with steps or ramps provided in the live work units.	<ul style="list-style-type: none"> The Board recommended approval in that the project proposes at grade entries from the sidewalk into the live-work spaces without the need for ramping or steps thereby better meeting the following design guidelines; A-4 Human Activity and D-1 Pedestrian Open Spaces and Entrances. The Board recognized that the Land Use Code provides some flexibility in meeting the non-residential standards on all streets when the project fronts on one or more commercial streets. In this case, the project proposes to meet the non-residential standards on all three streets with this minor departure.
SMC 23.47.016D2c Parking from within or under structures. Parking must be screened from the street by a garage door.	No garage doors at the street	<ul style="list-style-type: none"> The Board recommended approval in that the design proposes to wrap the exterior finish materials into the vehicular entrances, and the textured concrete and stucco within the drive through parking area is to be of higher quality as compared to typical unfinished concrete parking garages thereby better meeting the following design guidelines; C-4 Exterior Finish Materials and D-5 Visual Impacts of Parking Structures. Wall treatments inside the drive-through parking consisting of image murals, up lights, etched panels and textured concrete and stucco could result in a visually pleasing and more pedestrian friendly space. Additionally, the design proposes some glazing and storefront with tiled bulkhead within this parking area.

Recommended Conditions

1. The Board recommends that the portions of the non-residential façade facing the south be treated to soften the concrete wall's appearance by wrapping the base finish material used on the street facing façade, or by using texture, color, or joint patterns (A-5, Respect for Adjacent Sites). The Board did not recommend using trellis and landscaping solely, but did not preclude its use in addition to the other treatments.
2. The Board recommends that signage for the building tenants be more appropriate to the character and architecture of the building in keeping with the Design Guidance provided in the Green Lake Neighborhood Design Guidelines (C-1 Architectural Context). The Board

does not recommend approval of the proposed “Key Bank” signage in that it replicated the large illuminated box signs discouraged in the guidance. The Board requested smaller signs, solid letters face lit and indicated that neon was acceptable.

Director’s Analysis

The Director concurs with the Design Review Board’s determination to approve the proposed design with the above conditions. The Design Review Board’s recommendation does not conflict with applicable regulatory requirements and law, is within the authority of the Board and is consistent with the design review guidelines.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY APPROVED.**

CONDITIONS

Design Review conditions are listed at the end of this report.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 21, 2004 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) discusses the relationship between the City’s code/policies and environmental review. The Overview Policy states, in part, “Where City regulations have been adopted to address an environmental impact; it shall be presumed that such regulations are adequate to achieve sufficient mitigation subject to some limitation”. The Overview Policy in SMC 23.05.665 D1-7, states that in limited circumstances it may be appropriate to deny or mitigate a project based on adverse environmental impacts.

The policies for specific elements of the environment (SMC 25.05.675) describe the relationship with the Overview Policy and indicate when the Overview Policy is applicable. Not all elements of the environment are subject to the Overview Policy (e.g., Traffic and Transportation, Plants and Animals and Shadows on Open Spaces). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

Most short-term impacts are expected to be minor. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with air quality, noise, construction traffic and parking warrant further discussion.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. The applicant will likely perform an environmental site assessment to identify all hazardous materials requiring abatement, and is required to obtain permits from PSCAA to ensure proper handling and disposal these materials. The permit standards and regulations administered by PSCAA will sufficiently mitigate any adverse impacts to air quality; therefore no further mitigation is recommended pursuant to SEPA 25.05.675A.

Noise

The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The surrounding properties are developed with multifamily housing uses and will be impacted by construction noise. Pursuant to SEPA authority, the applicant shall be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during non-holiday weekdays. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

Traffic and Circulation

Site preparation would involve removal of the existing building, asphalt pavement and excavation for the foundation of the proposed building and below grade parking garage. Approximately 11,000 cubic yards of material would be excavated and removed from the site. This activity would require 1,100

round trips with 10-yard hauling trucks or 550 round trips with 20-yard hauling trucks, which are the standard for this size of undertaking. Existing City code, Regulating the Kind and Classes of Traffic on Certain Streets (SMC 11.62) designates major truck streets which must be used for hauling and otherwise regulates truck traffic in the city. The proposal site is near Interstate 5 and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Traffic control would be regulated through the City's street use permit system, and a requirement for the contractor to meet all City regulations pertaining to the same. Temporary sidewalk or lane closures may be required during construction. Any temporary closures of sidewalks would require the diversion of pedestrians to other sidewalks. The timing and duration of these closures would be coordinated with SDOT to ensure minimal disruptions.

Compliance with Seattle's Street Use Ordinance administered by Seattle Department of Transportation (SDOT) is expected to mitigate any adverse impacts to traffic which would be generated during construction of this proposal and no further conditioning is necessary.

Construction Worker Parking

Parking utilization along streets in the vicinity is high and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Some workers will carpool or bus into work. However, the workers could utilize on-street parking and exacerbate the demand for parking in the immediate vicinity. This temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, construction workers will be required to park in the garage as soon as it is constructed for the duration of construction and to make efforts to only utilize street parking on the streets abutting the site. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term long term impacts, although some impacts warrant further discussion.

Height, Bulk and Scale

The proposed 4-story project will be located in a Neighborhood Commercial 2 with a 40 foot height limit (NC2-40). The subject site is surrounded by the same intensity zoning or greater except on the east side which is zoned Lowrise 3. The topography of the site is fairly flat and is generally at the same elevation of the surrounding property.

The SEPA Height, Bulk and Scale Policy (Section 25.06.675.G., SMC) states that *“the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the adopted Land Use Policies...for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.”* In addition, the SEPA Height, Bulk and Scale Policy states that *“(a) project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.”*

The proposal was reviewed and approved through the Design Review process and conforms to the Citywide Design Guidelines. Design details, colors and finish materials will contribute towards mitigating the perception of height, bulk and scale in that these elements will break down the overall scale of the building. No further mitigation of height, bulk and scale impacts is warranted pursuant to SEPA policy (SMC 25.06.675.G.).

Parking

The applicant provided Parking and Traffic Analyses prepared by The Transpo Group dated December 23, 2004 and February 23, 2005.

The proposed project will provide a total 88.5 parking spaces and the Land Use Code requires 75 parking spaces. A more detailed breakdown is provided in Table A below:

Use	# of Units/SF	Required Parking	Proposed Parking
Residential	59	67.8	77.5 (86 counting lifts and tandem as full spaces ¹)
Bank	4,015 SF	2.2	8
Live-work	5	5	
		75	88.5 (94 counting lifts and tandem as full spaces)
¹ one set of tandem and lifts count as 1 ½ spaces pursuant to the Land Use Code in lieu of 2 in real terms.			

The Parking Analysis based future parking demand using Parking Generation manual published by Institute of Transportation Engineers (ITE), 3rd Edition, 2004. The following is an excerpt from the February 23, 2005 parking analysis which summarizes the way in which the peak parking demand was estimated for each of the project's three primary programs: residential condominium, drive-in bank, and live/work units;

Residential Condominium

The peak parking demand rate published in Parking Generation for "residential condominium/townhouse" (Land Use No. 230) is not reflective of urban areas such as the Green Lake neighborhood. Instead, this average rate is based on parking studies conducted in suburban areas. Assuming that the relationship between urban and suburban parking demand rates is similar for similar residential uses, we estimated an urban rate for a residential condominium by multiplying its suburban rate (1.46 vehicles per unit) by a factor of approximately 0.83. This factor was calculated by dividing the urban rate published in Parking Generation for "low/mid-rise apartment" (Land Use No. 221) by the suburban rate for the same use (1.00 vehicles per unit divided by 1.20 vehicles per unit). This adjustment reflects the lower level of automobile ownership typical of urban conditions. Thus, we estimate that a condominium in an urban area generates a peak parking demand of approximately 1.22 vehicles per unit ($1.46 \times (1.00/1.20) = 1.22$).

Drive-In Bank

The peak parking demand rate published in Parking Generation for an urban "drive-in bank" (Land Use No. 912) is 2.76 vehicles per 1,000 sf. Although time-of-day distributions for a drive-in bank are not published in Parking Generation, distributions are published for a "walk-in bank" (Land Use No. 911). Assuming very little difference in parking demand distributions between a drive-in and walk-in bank, we applied the published distributions for a walk-in bank.

Accordingly, we estimate that the 4,030-sf drive-in bank would generate a peak parking demand of 11 vehicles during the mid-afternoon.

Live/Work Units

Parking Generation does not include peak parking demand rates or time-of-day distributions for live/work units. Instead, we estimated the peak parking demand for the residential and commercial component of these units individually. For example, it was assumed that the residential component would generate a peak parking demand similar to that of the condominium units (1.22 vehicles per unit). However, unlike the condominium units, residents of the live/work units would not commute to work and thus, the peak parking demand could potentially occur all day long.

In considering the range of commercial activity associated with live/work units, it is reasonable to assume that these units could generate demands similar to urban office space. In addition,

since each of these units would have both living and working space, it is reasonable to assume that up to one-half of the total square footage of these units (approximately 3,265 sf) would be dedicated work space. Therefore, we estimated peak parking demand for the commercial component by multiplying this square footage by the peak parking demand rate (2.40 vehicles per unit) published in Parking Generation for urban “office” (Land Use No. 701).

The peak parking demands for residential and non-residential occur at different times of the day according to a published study from the Urban Land Institute, *Shared Parking* (Urban Land Institute [ULI], 1983). When applying the parking study for this project it was found that the peak parking demand for the project would occur in the evening when the bank was closed. In other words, the residential component of the project would generate the most demand in the evenings and nighttime when most tenants are at home. During the day, when the bank and other commercial uses are open the parking demand generated by these uses could be accommodated by using a shared parking arrangement with the residential spaces since many of the tenants will be at work.

The worst case estimates for peak parking demand would be for the 64 residential units (59 units plus 5 live-work units) in the evening and nighttime, and could result in a demand for 93 parking spaces. This estimate uses a ratio of 1.46 vehicles per unit which is based on suburban ITE data. The project is expected to provide 94 parking spaces; therefore, the peak demand is expected to be met with the quantity of off-street parking.

As stated in the parking analysis, ITE data is typically collected in suburban locations with little or no access to transit, so it's likely that demand will be less in an urban location with access to transit. This site is served regularly by transit; METRO routes 48, 316, 16 and 26 operate along NE Ravenna Boulevard directly in front of the site or a tenth of a mile away. The routes service a broad citywide area with headways of 15 minutes or less. METRO operates another 7 routes within 1/3 of a mile of the subject site according to the METRO website. The routes within 1/3 of a mile are routes; 242, 64, 76, 73, 66, 67 and 79. Additionally, Sound Transit is expected to operate light rail along 12th Avenue NE with a station at NE 66th Street which is about 1/3 of a mile away from the subject site.

Covered bicycle racks are to be provided in the parking garage which also may decrease parking demand for vehicles.

DPD has information based on 2000 census data that vehicles available to households in the Green Lake Urban Village is at a rate of 1.23 vehicles per household.. This rate is close to the rate of 1.22 used in the parking analysis study, so using a rate of 1.5 vehicles per unit is very conservative.

No demand for street parking is anticipated from this project and no SEPA conditioning is required to mitigate adverse parking impacts for the following reasons:

- Vehicle availability rate in the Green Lake Urban Village
- Close proximity to transit
- Covered bicycle parking

- Adequate off-street parking supply with the use of shared parking for the residential and non-residential uses.

Traffic

The trip generation from the proposed building is not expected to have a significant adverse impact on traffic conditions or reduce the level of service at nearby intersections. The project consists of mostly residential dwelling units which only minimally contribute towards peak hour vehicle trips. Using average trip rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation* (7th Edition, 2003) for high-rise residential condominium/ townhouse, drive-in bank, and specialty retail land uses, the project would generate 42 PM peak hour vehicle trips. ITE data is typically collected in suburban locations with little or no access to transit, so it's likely that trip generation will be less in an urban location with access to transit. Therefore, no mitigation of traffic impacts under SEPA is necessary for this project.

Other Impacts

The other impacts such as but not limited to, increased ambient noise, and increased demand on public services and utilities are mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2c.

CONDITIONS - DESIGN REVIEW

Prior to Issuance of Master Use Permit

Revise the MUP drawings to document compliance with the following;

3. The non-residential façade facing the south, that is visible, shall be treated to soften the concrete wall's appearance by wrapping the base finish material used on the street facing façade, or by using texture, color, or joint patterns (A-5, Respect for Adjacent Sites). The use of trellis and landscaping is not precluded, but trellis and landscaping cannot be the only treatment.
4. Signage for the building tenants shall fit the character and architecture of the building which is in keeping with the Design Guidance provided in the Green Lake Neighborhood Design Guidelines (C-1 Architectural Context). Solid letter signs that are face lit are

recommended. No large illuminated box signs shall be allowed. All illuminated box signs are discouraged. Neon signs are allowed.

Prior to the Final Certificate of Occupancy

1. Install the features described in numbers 1 and 2 above.

NON-APPEALABLE CONDITIONS - DESIGN REVIEW

During construction

1. All changes to approved plans with respect to the exterior façade of the building and landscaping on site and in the right of way must be reviewed by a Land Use Planner prior to proceeding with any proposed changes.

Prior to Issuance of Certificate of Occupancy

2. Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD Land Use Planner assigned to this project (Jess Harris- 206-684-7744) or by a Land Use Planner Supervisor (Jerry Suder- 386-4069). Inspection appointments must be made at least 3 working days in advance of the inspection.

CONDITIONS SEPA

Prior to Issuance of Master Use Permit

The owner(s) and/or responsible party(s) shall:

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

1. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

Signature: _____ (signature on file) Date: June 16, 2005
Jess E. Harris, AICP, Senior Land Use Planner

JES:bg

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